

ABSTRACT OF THE DISCLOSURE

An arrangement and a method for allowing disengagement of a gear of a gearbox in a vehicle. A clutch provides elastic rotation when driving torque is transmitted in the driveline. A first sensor detects the position (P1) of a first component of a driveline which is situated before the clutch and a second sensor detects the position (P2) of a second component of the driveline which is situated after the clutch. A control unit stores at least one measured value which is related to a mutual angle (AREF) between the first component and the second component when a gear is engaged in the gearbox, and initiates an engine control action such that the mutual angle (AREF) between the first component and the second component is rectified before the gear is disengaged.